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Iron County Register.

BY ELI D. AKE.

OUR GOD, OUR COUNTRY, AND TRUTH.

TERMS—\$1.50 a Year, in Advance

VOLUME XXVI.

IRONTON, MO., THURSDAY, MARCH 30, 1893.

NUMBER 39.

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Published the First Mondays in February, May,
August and November.

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nary periodical, but a bureau of information to Summer Tourists, places of
resort for City People, Real Estate Men, Lumber men, Producers, Investors,
Capitalists, Mineral, Mining, Manufacturing and Supply men.

We intend to make it the Forum where those seeking a summer vacation
and the many places of summer resort meet, where manufacturers and supply
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where one industry is brought in direct contact with another.
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A FINE NEW HEARSE
of Latest Style, that will be Furnished on Application.
Office One Door North of V. Effinger's; also, at Ebrecht's
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Banning a Newspaper.

NOT BY RILEY.
Jim Jones, he was an editor—that is he
tried to be;
He bought himself a hand press an' he
started in to see
Jes' what there was to editin'; but when
he'd canvassed 'round,
Some fifteen hundred editors in that
same town he found.

They all knew more about it than Jones
could hope to know;
They told him: "You must run 'er
Jones, jes' so, an' so, an' so;
Be sure an' 'boom the Baptists—they're
bound to help you out—
An' give the good, old Methodists a big
salvation shout!

"Give every man a notice; be sure an'
it'll do 'em good;
Whenever Major Jinks is seen peramb-
ulating 'round;
Put in a few free locals for all the stores,
an' give
Each man a free subscription—if you
want your sheet to live!"

Well, Jones, he done jes' as they said,
for fear they'd make a row;
But the more he tried to please 'em all,
the more they told him how!
Until at last he took his book an' laid
it on the shelf;
Then run the paper in the ground, an'
followed it himself!

—Columbia Herald.

Our Navy of To-Day.

Gen. Tracy's assertion, at Brooklyn,
that with the completion of the war
ships now under construction the
American navy will rank fifth, instead
of only twelfth, as it did a few years
ago, among the navies of the world, is
fully borne out by the new Register,
recently issued.

Taking together the ships built and
building, we have, to begin with, six
steel armored battle ships, the Iowa,
Indiana, Massachusetts, Oregon, Maine,
and Texas. The Iowa is a sea-going
ship of about 12,000 tons displacement,
the largest in our navy. She will have
a maximum sustained speed of sixteen
knots, and nicker-steel Harvey
armor, fourteen inches thick on the
sides and twelve inches on the diagon-
als at the ends, while her battery will
consist of four 12-inch, eight 8-inch,
and six 4-inch guns, these last being
rapid fire. Her forward heavy guns
are at a greater height than those of
the three coast-line battle ships, and
can be worked in almost any condition
of sea, and her water-line belt is more
than one-fourth longer than theirs.

But the three coast-line battle ships,
Indiana, Massachusetts, and Oregon,
though having less coal endurance and
less speed than the Iowa, are unsur-
passed for their purpose. They are
each of 10,200 tons displacement, and
will have 15 knots sea speed. They
carry 18 inches of nicker-steel armor
on the sides, 17 on the barbettes, and
15 on the turrets. Each will have the
unequalled battery of four 13-inch,
eight 8-inch, and four 6-inch guns, be-
sides in the secondary battery 24 small
rapid-fire guns and four Gatlings. It
is on the weight of fire in these battle
ships that Mr. Tracy largely rests his
claim of our approaching superiority to
the German fleet. The Maine and
Texas are second-class battle ships,
well armored and armed, and of the
high speed of 17 knots. Each carries
12 inches of armor on the sides, and
the Maine, which is of 3,648 tons dis-
placement, has 12 inches on her bar-
bettes and 8 inches on her turrets,
while the Texas, of 6,300 tons displace-
ment, carries 12 inches on her turrets.
The Maine has four 10-inch and six
6-inch guns, with 18 rapid-fire pieces
and four Gatlings; the Texas, two
12-inch and six 6-inch rifles, 16 rapid-
fire guns, four revolving cannon, and
two Gatlings.

Next come our two great armored
cruisers. The New York, of 8,150 tons
displacement and 16,500 horse power,
will have a speed of twenty knots.
Her barbettes carry ten inches of
armor, her turrets five and a half, and
sides four. Six 8-inch and twelve
4-inch rapid-fire guns make up her
main battery, and in the secondary are
two small rapid-fire guns and four
Gatlings. The Brooklyn, of 9,150 tons
and about the same speed, will carry
eight 8-inch and twelve 5-inch rapid-
fire guns, sixteen smaller rapid-fire
guns, and four Gatlings. She will
have nearly 30 per cent. more bunker
capacity and 20 per cent. more coal
supply at normal displacement than the
New York. These are fine ships.

The third type of our armorclads con-
sists of the Puritan, Miantonomoh, Am-
phitrite, Monadnock, and Terror, five
iron, low freeboard, coast-defense,
double-turreted monitors. The Puritan,
of 6,060 tons and 12.4 knots speed,
carries 14 inches of armor on her sides
and barbettes and 8 inches on her turrets,
while she has four 12-inch and six rap-
id-fire 4-inch guns in her main battery,
besides six small rapid-fire guns, four
revolving cannon, and four Gatlings.
The other four monitors are of 3,990
tons each. The Monadnock will have
the highest speed, 14 1/2 knots, and the

Miantonomoh has the lowest, 10 1/2; the
two others will have each 12 knots.
The Terror and Miantonomoh carry
7-inch armor on their sides and 11 1/2
on the turrets, and have each four 10-inch
rifles. The Amphitrite and Monadnock
carry 9 inches on the sides 11 1/2 on the
barbettes, and 7 1/2 on the turrets, and
four 10-inch and two rapid-fire 4-inch
guns. All four carry two 6-pounder
and two 3-pounder rapid-fire guns in
the secondary battery. A sixth and
much improved double-turret, coast-
defense monitor is the Monterey, built
of steel, having 4,138 tons displace-
ment and 16 knots speed. She has
13 inches of armor on her sides, 14
inches on her forward and 11 1/2 on her
aft barbettes, and 8 inches on her for-
ward and 7 1/2 inches on her aft turret.
Her main battery consists of two 12-
inch and two 10-inch rifles, and she has
ten small rapid-fire guns and two Gat-
lings.

A fourth type of our armor-clads is
represented by the steel harbor defense
cannon Katakhdin, of 2,183 tons and 17
knots speed, carrying 6 inches of armor
on her sides, and depending for her
offensive power on her steel spur, but
having a small defensive battery of
four 6-pounders.

Finally, among the ironclads, come
the 18 single turret iron monitors, Ajax,
Canonicus, Mahopac, Manhattan, and
Wyandotte, of 2,100 tons each, and
Comanche, Catskill, Jason, Lehigh,
Montauk, Nahant, Nantucket, and Pas-
saic, of 1,875 tons each. These have
five inches of iron armor on the sides,
and either 10 or 11 on the turret, and
carry two 16-inch smooth bore.

They, however, are of small conse-
quence.
At the head of our unarmored steel
cruisers come the splendid twin flyers
Columbia and Minneapolis, with their
7,350 tons displacement, 21,000 horse
power, and speed of 22 knots at the
maximum. They will carry main
batteries of one 8-inch, two rapid-fire
6-inch, and eight rapid-fire 4-inch guns,
besides 16 pieces in the secondary bat-
tery, and four Gatlings. Next in im-
portance is the 5,500 ton, 20-knot
Olympia, with her 13,500 horse power.
Another 20-knot cruiser is the 4,083-
ton San Francisco, while the Philadel-
phia, 4,324, and Baltimore, 4,600,
exceed 19 1/2 knots each. The Cincin-
nati and Raleigh, 3,138 each, and the
Newark, 4,083, are ranked as 19-knot
vessels, and the Charleston, 4,040, ex-
ceeds 18. The Chicago, 4,500, and the
Boston and Atlanta, 3,198 tons each,
are older vessels of only about 15 1/2
knots each, but have great battery
especially the Chicago. The Dolphin
is also 15 1/2 knot vessel. The three
2,000 tonners, Montgomery, Marble-
head, and Detroit, are 17-knot cruisers.
All these vessels carry suitable bat-
teries of high-power rifles.

Of the new steel gunboats, the York-
town, Concord, and Bennington, 1,700
tons each, have 16.65, 16.8, and 17.8
knots respectively. The Machias and
Castine, 1,050 tons each, are of 14
knots. The Vesuvius, 990 tons, has
made 22 1/2 knots. The Bancroft, 838
tons, is a 13-knot vessel, and the Pet-
rel, of 890 tons, makes 11 1/2 knots. Of
the torpedo boats, the Cushing and
No. 2 are 22 1/2-knot craft, and the Stiletto
18 1/2.

To the foregoing, which comprise
our modern vessels, must soon be added
the three gunboats just authorized by
Congress, of 1,200 tons each, and the
submarine boat, if she is built. For
station service we have still some
wooden vessels, notably the Lancaster,
of 3,250 tons, with the Marion, Mohican,
Iroquois, Kearsarge, Adams, Alliance,
Essex, Nipsic, Thetis, and Yantic.
There are also the old iron vessels
Monocacy, Ranger, Alert, Michigan,
Palos, and Pinta. Then there are the
old wooden vessels in ordinary or in
use as training or school ships, and
among the latter half a dozen sailing
vessels. A baker's dozen of tugs in-
clude three of steel, the Iwana,
Wahnetta, and Narkeeta. Ten receiv-
ing ships, and craft in ordinary, not
for sea service, the latter including the
Hartford, complete the list.

Properly considered, the revenue
cutters might be included in the cat-
egory of armed vessels. But it is clear
that we already have a good navy, and
two or three years hence, when all the
foregoing have been completed and
several others begun, it will be still
more worthy of the country in power
and efficiency.—N. Y. Sun.

Lincoln's Religion.

The controversy over the religious
opinions of Abraham Lincoln, precipi-
tated by Colonel Ingersoll, is likely to
be a long one for the reason that a
great many profession Christians who
think well of Lincoln are unwilling to
acknowledge that he did not believe in
the Christian religion.

Undeniably the great mass of the evi-
dence is on Colonel Ingersoll's side.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

It is possible that before his death Mr.
Lincoln became a Christian, but it is a
well-ascertained fact that during the
greater part of his life he was, as Col-
onel Ingersoll claims, no more a believ-
er in the Christian religion than was
Voltaire or Paine.

All who are old enough to recollect
how he was assailed while alive will
remember that the charges of "atheism"
or "infidelity" were among those most
frequently used by his political ene-
mies. There is nothing whatever to
show that he was an atheist. The evi-
dence is all against that charge, but it
supports the assertion that during the
greater part of his life, and, as far as
is known, during the whole of it, he
did not believe in the Christian religion.

The fact is in his proclamations and
public utterances he made frequent ap-
peals to God and often assumed to be
representing the cause of God as cited
as proof of his belief in Christianity,
but it happens that since the beginning
of history all public men have found it
convenient to do the same thing. It
was a habit with Julius Caesar, who,
nevertheless, was accused of atheism
by his enemies—even though he had
been pontifex maximus, the high priest
of the established religion of Rome.
Such appeals cannot be accepted as a
safe indication of personal views and
feelings. This is especially true in the
case of Mr. Lincoln, who did not be-
lieve in the use of apothecaries' scales.

When pressed by the threat of defeat
in anything he had undertaken he was
apt to conclude that the end he had in
view would justify the quickest way of
reaching it. It would be pernicious to
attempt to make him a model for imi-
tation in all things. He was strong in
his strong traits and very weak in his
weak ones. His character ought to be
understood and only the good in it imi-
tated. He was first, last and all the
time a "practical politician"—just as
practical as Matthew, Stany, Quary or
any other practical politician is now.
But, over and above this, he was a
man of earnest convictions—in no
sense an unprincipled man, though oc-
casionally an unscrupulous one.

Although during the greater part of
his life he was probably as far from
holding the theories of Christianity as
Colonel Ingersoll is now, it is possible
that his views changed in later life,
and that under the weight of his im-
mense responsibility he passed from
Deism to Christianity, as it is certain
that he had progressed from Agnosti-
cism to Deism. The evidence, although
it may excuse the claim, is, however,
too slight to warrant the assumption.

One secret of the desire to make it
appear that Lincoln was a Christian is
unwillingness to concede that infidelity
could have fitted him for the part he
took against the perpetuation of slav-
ery. But that unwillingness is born of
a too narrow view of the causes and
progress of events. The abolition of
slavery in this country and in the world
is most certainly due to the spirit of
Christianity, though most certainly the
methods of civil war by which the aboli-
tion was brought about in America
were most un-Christian. Under the
very highest heathen civilization slaves
who spilled the gray in waiting on the
table were thrown into the fish ponds
to feed the eels. That was the spirit
in which all heathen civilization have
treated the weak.

And though no reasonable person can
claim after reflection that our own civi-
lization is to any great extent, Chris-
tian in its politics, yet it has certainly
been Christianized to such an extent
that there is a more or less patient
hearing given to those who deny that
it is right, just, or expedient for one
man to hold another in subjection by
force as a vassal or to own him as
property.—Republic.

The Threatened Rebellion in Ulster.

Is there the slightest likelihood that
Ulster, or rather the six counties of
Ulster in which the Orangemen are
particularly strong, will attempt to
resist by open insurrection the enforce-
ment of a Home Rule act? At the first
glance nothing seems more improbable.
Yet it cannot be denied that many En-
glishmen take a different view of the
matter. Men like Lord Salisbury, Mr.
Balfour, and Lord Randolph Church-
hill, who have been and may again
become Ministers of the Crown, do not
hesitate to express a conviction that
the Protestants of Ulster will defy the
authority of a Dublin legislature, and
they allow it to be understood that, in
their opinion, such defiance would be

justified. Even the London Spectator,
which is usually distinguished for sober
mindness, avows a belief that the Ulster
men will rebel, and will be right in
rebellin, and that their rebellion will
prove successful.

Incredible as these assertions look,
they are apparently put forward in
good faith. The Spectator thinks that
the Orangemen could and would con-
struct what it calls a "Flora" capable
of withstanding all the force at the
disposal of the Dublin Parliament.
In the defence of this Flora they
would be assisted, it says, by swarms
of Canadian, Scotchmen, Englishmen,
and probably Germans. It foresees
that the interposition of the British
Government would eventually be in-
voked for the purpose of enforcing the
Home Rule act passed by the Parlia-
ment at Westminster, and it acknowl-
edges that the intervention demanded
could not lawfully be refused, but it
says that an attempt to use British reg-
iments for the purpose would prove too
heavy a draft on the loyalty of British
officers. The Spectator's astonishing
article on this subject concludes with
the declaration that "we shall be sorry
to see the Ulstermen in insurrection,
but we cannot say that, according to
recognized moralities, they will be in
the wrong, while we can say that we
think they will try it."

This talk sounds like the raving of a
madman. There never was a wilder
notion than that six counties, in which
the Protestants happen to have a ma-
jority, have the right to thwart the
wishes of the rest of Ireland and set at
naught the will of the United Kingdom
Parliament in an act of the imperial
Parliament. Suppose, for a moment,
that the six counties had a majority of
Catholics; then the threat of insurrec-
tion would be universally regarded
with derision. For a considerable time
after the Act of Union was passed the
Irish Catholics remained disfranchised,
although they constituted four-fifths of
the population. No English statesman,
however, and no reputable London
journal dreamed of alleging that, by
reason of their political disabilities,
they would be justified in rebellion.
Now, should Mr. Gladstone's Home
Rule bill be passed, the Protestants of
Ulster will be subjected to no disabili-
ties whatever, whether political, reli-
gious, or commercial. The bill bristles
with safeguards and guarantees framed
on their behalf, although there is no
reason to suppose that the Irish Catho-
lics would oppress their Protestant fel-
low citizens even if they had the power.
They will not have the power
however. They are expressly prohib-
ited from making any law for the es-
tablishment of religion, and from giv-
ing a sectarian bias to public educa-
tion. They are debarred from inter-
fering with the corporate rights of
Protestant educational establishments
like Trinity College, Dublin. But, it
may be said, the Catholic majority could
indirectly injure industries of Ulster
by taxing the whole country in order
to encourage by means of bounties the
industries of the Catholic provinces.
How could a bill to that effect become
a law? It would have to pass the Leg-
islative Council or upper House of the
Dublin Parliament, whose members are
to be chosen by a small body of elect-
ors not exceeding one hundred and
seventy thousand in number, and pos-
sessed of a high property qualification.
Thus constituted, the Legislative Coun-
cil is meant to be and will be a strong-
hold of the Protestant minority. It is
true that if it twice rejects a bill passed
by the lower House or Legislative
Assembly, the two chambers meet and
vote together, and, in such a case, the
Protestants might be out-numbered.
But they could then appeal to the Crown
to exercise its right of veto, and if they
could show that bill threatened to in-
jure the industries of Ulster, the appeal
would probably be successful.

The truth is that the Protestants of
Ireland have absolutely nothing to fear
from Mr. Gladstone's measure, and
the attempt of Unionist statesmen and
newspapers to rekindle in Ulster the
old antipathies of race and religion is
iniquitous and shameful.—N. Y. Sun.

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